[Translation]

Increase in Price of Steel

*36 SHRI NITISH KUMAR :
JUSTICE GUMAN MAL LODHA :

Will the Minister of STEEL be pleased to state :

(a) whether the production cost of steel has increased due to the recent hike in the prices of petroleum, railway freight and coal;

(b) if so, the total percentage of increase in prices during the last six months due to above reasons;

(c) whether steel producing industries have increased the prices of their various steel products;

(d) if so, the details thereof;

(e) whether the wages of workers have also been increased during the above period; and

(f) if so, the details thereof?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) Yes, Sir. In the case of Steel Authority of India Limited (SAIL) alone, it is estimated that the hike in prices of petroleum, railway freight and coal since 1.4.96 would have an annual impact o about Rs. 810 crores on the production cost of steel.

(b) to (d). Many steel producing industries have increased prices of various steel products since 1.4.96. SAIL has revised the prices w.e.f. 1.8.96 in order to partly neutralise the impact of increase in production cost, the average increase being Rs.200 to Rs.700 per metric tonne on representative categories.

(e) and (f). In case of SAIL and Rashtriya Ispat Nigam Limited (RINL), there has been no wage revision since 1.4.96except for normal increase in salaries and wages on account of promotions, increments, revision in Dearness Allowance, etc.

[English]

Shortage of Wagons

*37. DR KRUPASINDHU BHOI : Will the Minister of RAILWAYS be pleased to state :

(a) the steps taken by the Government to meet the growing shortage of wagons;

(b) the estimated requirement of wagons at present;

(c) the sources through which required number of wagons are likely to be acquired; and

(d) steps taken by the Government in this regard so far?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) Procurement of wagons is an annual exercise based on expected materialisation of freight traffic and efficiency of utilisation. Presently there is no shortage of wagons to meet the requirements of the core sector industries. Railways are taking steps to improve the wagons availability by :

(i) increasing procurement of wagons;

(ii) improving utilisation of assets;

(iii) encouraging customers to buy wagons under 'Own Your Wagons Scheme' (OYWS), etc.

(b) During the current financial year (1996-97), it has been planned to procure 25,000 wagons (in terms of Four Wheeler Units) to meet the demand. In addition 5000 wagons are also likely to be procured under Own Your Wagon Scheme. This will take care of the estimated requirements for the current year.

(c) and (d). For the year 1996-97, out of 25000 wagons, order have already been placed for 18905 wagons (four wheeler units), including 1900 wagons on Railway Workshops. Balance orders are under finalisation through tender.

The bulk of the wagons are procured by the Railways through order placed on Wagon India Ltd., a Joint Sector Undertaking under Ministry of Industry of which wagon building units in Public and Private Sectors are members. In addition, a small quantity of about 2000 wagons (in terms of four wheeler units) is ordered on Railway Workshops. Besides these, developmental orders have also been placed on the following firms by Ministry of Railways:

(i) M/s. Binny, Madras in 1993-94;

(ii) M/s. Sri Ranga Alloys Ltd., Coimbatore in 1995-96;

(iii) M/s. BESCO Ltd., Calcutta in 1995-96;

(iv) M/s. Titagarh Steels Ltd., Calcutta in 1995-96.

[Translation]

Gauge Conversion

*38. DR. RAM LAKHAN SINGH :
SHRI RAJIV PRATAP RUDY :

Will the Minister of RAILWAYS be pleased to state:

(a) the details of narrow/metre gauge lines which are being converted into broad gauge at present and proposed to be converted into broad gauge during Eighth and Ninth Plan periods, zone-wise;

(b) whether the Union Government have also received proposals from some State Governments and MPs for conversion of narrow/metre gauge lines into broad gauge during the last two years and current year so far;

(c) if so, the details thereof; and

(d) steps taken by the Union Government in this regard?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) The details are given in the enclosed statement.

(b) Yes, Sir.

(c) and (d). Demands have been received from various MPs for conversion of almost all the MG/NG lines in their constituencies. the lines other than those listed in reply to part (a) of the question are almost all covered in these demands. These lines would be considered when the next phase of the Action Plan is taken up in the IX and X Plan periods.

STATEMENT

(A) (i) The sections in the different Zones which have been completed so far and those to be completed in the 8th Plan are given below :

92-93 Completed Section	Kms	zone	93-94 Completed Section	Kms	zone	94-95 Completed Section	Kms	zone	95-96 Completed Section	Kms	zone	96-97 Completed Section	Kms	zone
Delhi-Rewari	83	NR	Bhatinda-Hissar	157	NR	Hissar-Rewari	143	NR	Harlapur-Hospet	67	SCR	Wadsa-Nagbir	28	SER
Lalgarh-Merta RD	177	NR	Jaipur-Phulera	55	WR	Phulara-Ajmer	81	WR	Hospet-Swamahalli	60	SCR	Arasikere-Hassan	47	SR
Lalgarh-Kolayat	47	NR	Phulera-Jodhpur	261	NR	Rewari-Jaipur	225	WR	Londa-Castlerock	25	SCR	Hossur-Hassan	151	SR
Sawaimadhopur-Jaipur	125	WR	Tumkur-Arasikere	101	SR	Mehasana-Khodlyar	52	WR	Mudkhed-Nanded	23	SCR	**Total**	**226**	
Nadiad-Kapadvanj	45	WR	Arasikere-Chickjajur	114	SR	Delhi Cantt-DLI/NDLS	14	NR	Nailalung-Dimapur	38	NFR	Works in progress		
Bangalore-Tumkur	59	SR	Narsarsapet-Donakonda	75	SCR	Jodhpur-Jaisalmer	295	NR	Yellahanka-Chickballapur	46	SR			
Mysore-Bangalore	138	SR	Secunderabad-Mehaboobnagar	127	SCR	Chickjajur-Harihar	80	SR	Makrana-Parbatsar	21	WR	Hassan-Holenarsipur	30	SR
Dindigul-Tuticorin	196	SR	Madras-Tambaram	27	SR	Harihar-Hubli	129	SR	Samastipur-Darbhanga	37	NER	Mehsana-Marwar-Ajmer	423	WR
Bangalore-Yellahanka	12	SR	Chickjajur-Chitradurg	16	SR	Hubli-Londa	93	SCR	Giddalur-Nandyal	89	SCR	Guntakal-Nandyal	136	SCR
Guntur-Narsaraopet	46	SCR	Jalna-Parbhani	116	SCR	Londa-Miraj	188	SCR	Gunda Rd-Kottur	50	SCR	Sagauli-Narkatiaganj	59	NER
Bellary-Rayadurg	54	SCR	Gondia-Arjuni	82	SER	Birur-Shimoga	63	SR	Aunrihar-Chhapra	171	NER	Hotgi-Bijapur	97	SCR
Aurangabad-Jalna	64	SCR	Secunderabad-Bolarum	14	SCR	Hubli-Gadag-Hariapur	78	SCR	Yeshwantpur-Salem	46	SR	Castle Rock-Vasco	87	SCR
Parbhani-Parlivalijnath	63	SCR	Allahabad-Varanasi	126	NER	Alnavar-Amedwadi	26	SCR	Chhindwara-Parasia	28	CR	Furkating-Tinsukia	193	NFR
Burhwal-Mehmoodabad	38	NER	Guwahati-Lumding	181	NFR	Donakonda-Giddalur	84	SCR	Dimapur-Furkating	70	NFR	Tinsukia-Dibrugarh	48	NFR
Kotkapura-Fazilka	80	NR	Mehmoodabad-Sitapur	60	NER	Chickjajur-Chitrdurg	18	SR	Guwahati-Kamakhaya	7	NFR	Tinsukia-Lekhapani	63	NFR
Lucknow-Kanpur	59	NR	Merta Rd-Merta City	15	NR	Parbhani-Purna	29	SCR				Mau-Shahganj	99	NER
Mankapur-Katra	30	NER	Daund-Baramati	42	CR	Purna-Nanded	32	SCR				Bangarpet-Kolar	18	SR
Purulia-Kotshila	35	SER	Lalkuan-Kathgodam	29	NER	Arjuni-Wadsa	23	SER				**Total**	**1253**	
			Patel Nagar-Sarai	3	NR	Muzaffarpur-Raxaul	129	NER						
			Durgapur-Jaipur	8	WR	Lumding-Nailalung	22	NFR						
			Mysore-Ashok Puram	5	SR	Chapermukh-Haibarga	21	NFR						
			Lucknow-Manaknagar	5	NER									
	1351			**1619**			**1805**			**758**			**1253**	

(ii) The 9th plan is still under finalisation and the programme of completion of various sections during this period has not yet been finalised However, it is anticipated that about 5000 Kms of gauge conversion world be completed during the 9th plan subject to availability or resources

Already Done upto 31.10.96 **5759 KMS**